

Army and Navy Chronicle,

AND SCIENTIFIC REPOSITORY.

Wm. Q. Force, Editor and Proprietor.—\$5 per annum.—Office corner of 10th & D streets.

Vol. I.]

WASHINGTON, THURSDAY, APRIL 20, 1843.

[No. 15]

Laws of the Last Session.

AN ACT making appropriations for certain fortifications of the United States for the half calendar year beginning on the first day of January and ending on the thirtieth day of June, one thousand eight hundred and forty-three; and for the fiscal year beginning on the first day of July, one thousand eight hundred and forty-three, and ending on the thirtieth day of June, one thousand eight hundred and forty-four.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and they are hereby, appropriated, to be paid out of any unappropriated money in the Treasury, for the preservation, repairs, and construction of certain fortifications, for the half calendar year beginning on the first day of January and ending on the thirtieth day of June, one thousand eight hundred and forty-three; and for the fiscal year beginning on the first day of July, one thousand eight hundred and forty-three, and ending on the thirtieth day of June, one thousand eight hundred and forty-four:

For repairs of Fort Independence and sea wall, Castle island, Boston harbor, for the said fiscal year, twenty-five thousand dollars.

For Fort Warren, Boston harbor, for the said half calendar year, twenty-five thousand dollars; and for said fiscal year, fifty thousand dollars.

For sea wall on Lovell's island, Boston harbor, for the said fiscal year, sixteen thousand dollars.

For Fort Adams, Rhode Island, for the said half calendar year, twenty thousand dollars; and for the said fiscal year, thirty thousand dollars.

For rebuilding Fort Trumbull, New London harbor, Connecticut, for the said half calendar year, five thousand dollars; and for the said fiscal year, forty thousand dollars.

For repairs for Fort Niagara, New York, for the said half calendar year, five thousand dollars.

For repairs of Fort Ontario, New York, for the said half calendar year, three thousand dollars; and for the said fiscal year, six thousand dollars.

For Fort Schuyler, East river, New York, for the said half calendar year, three thousand dollars; and for the said fiscal year, fifty thousand dollars.

For repairs of Fort Wood, Bedlow's island, New York harbor, New York, for the said fiscal year, twenty-five thousand dollars.

For repairs of Fort Hamilton, New York harbor, New York, for the said half calendar year, three thousand dollars; and for the said fiscal year, fifteen thousand dollars.

For repairs of Fort Washington, Potomac river, Maryland, for the said fiscal year, seven thousand five hundred dollars.

For Fort Monroe, Virginia, for the said half calendar year, twenty-five thousand dollars; and for the said fiscal year, fifty thousand dollars.

For repairs of Fort Macon, Beaufort harbor, North Carolina, for the said half calendar year, eight thousand dollars; and for the said fiscal year, seven thousand dollars.

For preservation of site of Fort Macon, Beaufort harbor, North Carolina, for the said half calendar

year, eight thousand dollars; and for the said fiscal year, thirteen thousand dollars

For repairs for Fort Caswell, Cape Fear river, North Carolina, for the said fiscal year, six thousand dollars.

For dike to Drunken Dick shoal, for preservation of Sullivan's island and site of Fort Moultrie, South Carolina, for the said fiscal year, thirty thousand dollars.

For Fort Sumter, Charleston harbor, South Carolina, for the said fiscal year, forty-five thousand dollars.

For preservation of site of Fort Johnston, South Carolina, for the said half calendar year, six thousand five hundred dollars.

For Fort Pulaski, Georgia, for the said half calendar year, thirty thousand dollars; and for the said fiscal year, thirty thousand dollars.

For Fort Pickens, Pensacola harbor, Florida, for the said half calendar year, seven thousand dollars; and for the said fiscal year, six thousand dollars.

For Fort McRee, Pensacola harbor, Florida, for the said half calendar year, four thousand dollars; and for the said fiscal year, four thousand dollars.

For Fort Barancas, Pensacola harbor, Florida, for the said half calendar, twenty-five thousand dollars; and for the said fiscal year, thirty-three thousand dollars.

For repairs of Fort Morgan, Mobile point, Alabama, for the said half calendar year, eight thousand dollars; and for the said fiscal year, ten thousand dollars.

For repairs of Fort Dupre, Louisiana, for the said half calendar year, three thousand five hundred dollars.

For repairs of Fort Jackson, Mississippi river, Louisiana, for the said half calendar year, ten thousand dollars; and for the said fiscal year, ten thousand dollars.

For repairs of Fort St. Philip, Mississippi river, Louisiana, for the said half calendar year, five thousand dollars; and for the said fiscal year, five thousand dollars.

For Fort Livingston, Grand Terre island, Barrataria bay, Louisiana, for the said half calendar year, twenty thousand dollars; and for the said fiscal year, thirty thousand dollars.

For repairing and rebuilding barracks at Fort Gibson at its present site, or in the vicinity thereof, fifteen thousand dollars.

For the completion of the works at Fort Smith, Arkansas, for the said half calendar year, twenty thousand dollars.

For completion of barracks, quarters, and storehouses at Fort Atkinson, Turkey river, for the said half calendar year, six thousand dollars.

SEC. 2. *And be it further enacted,* That the sum of twenty-five thousand dollars, appropriated by the act of Congress approved ninth of September, one thousand eight hundred and forty-one, for defensive works, barracks, and other necessary buildings, and purchase of a site for depot at or near the junction of the Mat-tawamkeag and Penobscot river, Maine, may be applied to the purchase of a site and commencement of defensive works at or near the narrows of the Penobscot, Maine.

[APPROVED, March 3, 1843.]

AN ACT making appropriations for the payment of navy pensions due on the first day of July, one thousand eight hundred and forty-three, and on the first day of January, one thousand eight hundred and forty-four.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and the same are hereby, appropriated, out of any money in the Treasury not otherwise appropriated, for the payment of the navy pensions which will become due on the first day of July, one thousand eight hundred and forty-three, and on the first day of January, one thousand eight hundred and forty-four:

To pay the invalids now on the rolls, (and those who may be added during the first half year of one thousand eight hundred and forty-three,) on the said first day of July, twenty thousand dollars; and on the said first day of January, twenty thousand dollars.

To pay widows' pensions under the act of June thirty, one thousand eight hundred and thirty-four, (including not only those who are now on the rolls, but those who may be added for the first half year of one thousand eight hundred and forty-three,) on the said first day of July, three thousand dollars; and on the said first day of January, three thousand dollars.

To pay the claims of widows and orphans, under the act of March third, one thousand eight hundred and thirty-seven, on the said first day of July, eight thousand dollars; and on the said first day of January, eight thousand dollars.

APPROVED, March 3, 1843.

AN ACT making appropriations for the naval service for the half calendar year beginning the first day of January and ending the thirtieth day of June, one thousand eight hundred and forty-three, and for the fiscal year beginning the first day of July, one thousand eight hundred and forty-three, and ending the thirtieth day of June, one thousand eight hundred and forty-four.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the following sums be, and are hereby, appropriated, out of any unappropriated money in the Treasury, for the naval service for the half calendar year beginning on the first day of January and ending on the thirtieth day of June, one thousand eight hundred and forty-three; and for the fiscal year beginning on the first day of July, one thousand eight hundred and forty-three, and ending on the thirtieth day of June, one thousand eight hundred and forty-four:

For pay of commission, warrant, and petty officers and seamen, including the engineer corps of the navy, for the said half calendar year, one million four hundred and ninety-six thousand five hundred and eighty-four dollars and fifty cents; and for the said fiscal year, two millions seven hundred and fifteen thousand eight hundred and eight dollars.

For pay of superintendents, naval constructors, and all the civil establishments of the several yards, for the said half calendar year, thirty-six thousand eight hundred and sixty dollars; and for the said fiscal year, seventy-three thousand seven hundred and twenty dollars.

For provisions for the navy, including transportation, cooperage, and other expenses, for the said half calendar year, three hundred and sixty-two thousand seven hundred and sixty-nine dollars and fifty cents; and for the said fiscal year, six hundred and twenty-three thousand six hundred and fifty-three dollars.

For clothing for the navy, including transportation and every other expense, to be reimbursed out of the sales of the clothing for the said half calendar year, three hundred and eighty thousand dollars.

For surgeons' necessities and appliance for the sick and hurt of the naval service, including the marine corps, for the said half calendar year, fifty-one thousand two hundred and fifty dollars; and for the said fiscal year, forty-two thousand eight hundred and forty dollars; and for arrearages of preceding years under this head, fifty thousand dollars.

For the increase, repair, armament, and equipment of the navy, and wear and tear of vessels in commission, for the said half calendar year, five hundred thousand dollars; and for the said fiscal year, one million dollars.

For the support of Africans recaptured on the coast of Africa or elsewhere, and returned to Africa by the armed vessels of the United States, five thousand dollars.

For improvements and necessary repairs of the navy yards, namely:

For Portsmouth, New Hampshire, for the said half calendar year, fifteen thousand five hundred and ten dollars and forty cents; and for the said fiscal year, twenty-four thousand nine hundred dollars and seventy-six cents.

For Charlestown, Massachusetts, for the said half calendar year, twenty thousand nine hundred and ninety-two dollars and seventy cents; and for the said fiscal year, thirty-four thousand three hundred and seventy-nine dollars.

For Brooklyn, New York, for the said calendar year, sixteen thousand dollars; and for the said fiscal year, twenty-five thousand four hundred dollars; and the Secretary of the Navy is hereby directed to cause an examination to be made of the expediency, practicability, and probable expense of constructing a dry-dock in the harbor of New York upon the plan of using as an elevating power the water of the Croton aqueduct, and of sufficient capacity to rebuild or repair a seventy-four gun ship, and to cause an examination of any other plan or plans of a dry-dock or floating dock in said harbor, deemed worthy by the Secretary to be reported upon, and to report the result of such examination, with his opinion thereon, to the next session of Congress. And all further expenditures under the appropriations heretofore made for the dry-dock in said harbor, shall be suspended until the first day of January next: and the sum of one hundred thousand dollars shall be, and the same hereby is, appropriated for the construction of a floating dry-dock at Pensacola, of capacity sufficient for the repair of frigates of the smaller class, and upon such plan as the Secretary of the Navy shall approve.

For Philadelphia, Pennsylvania, for the said half calendar year, one thousand nine hundred and fifty dollars; and for the said fiscal year, two thousand and seventy dollars.

For Washington, District of Columbia, for the said half calendar year, five thousand seven hundred and sixty-seven dollars; and for the said fiscal year, four thousand eight hundred and fourteen dollars.

For Gosport, Virginia, for the said half calendar year, five thousand two hundred dollars; and for the said fiscal year, nine thousand three hundred and ten dollars.

For Pensacola, Florida, for the said half calendar year, three thousand dollars; and for the said fiscal year, four thousand and forty-seven dollars.

For necessary repairs of hospital buildings and their dependencies, namely:

For Charlestown, Massachusetts, for the said half calendar year, one thousand five hundred dollars; and for the said fiscal year, one thousand three hundred dollars.

For Brooklyn, New York, for the said half calendar year, eight thousand eight hundred and thirty-two dollars; and for the said fiscal year, fifteen thousand dollars.

For Norfolk, Virginia, for the said half calendar

year, two thousand dollars; and for the said fiscal year, two thousand dollars.

For Pensacola, Florida, for the said half calendar year, one thousand five hundred dollars; and for the said fiscal year, two thousand four hundred and forty-eight dollars and twenty-five cents.

For Philadelphia naval asylum, for the said half calendar year, nine hundred and forty-five dollars; and for the said fiscal year, three hundred and sixty-six dollars.

For necessary repairs of magazines, namely :

For Charlestown, Massachusetts, for the said half calendar year, five hundred dollars; and for the said fiscal year, one thousand dollars.

For Brooklyn, New York, for the said half calendar year, three hundred and fifty dollars; and for the said fiscal year, three hundred and fifty dollars.

For Washington, District of Columbia, for the said half calendar year, two hundred and fifty dollars; and for the said fiscal year, two hundred and fifty dollars.

For Norfolk, Virginia, for the said half calendar year, three hundred and fifty dollars; and for the said fiscal year, three hundred and fifty dollars.

For ordnance and ordnance stores for the navy and armed vessels on the northern lakes, for the said half calendar year, forty-eight thousand four hundred and twenty-two dollars and ninety-seven cents; and for the said fiscal year, ninety-six thousand eight hundred and forty-seven dollars and ninety-three cents.

For defraying the expenses that may accrue for the following purposes, viz : For freight and transportation of materials and stores of every description; for wharfage and dockage; storage and rent; travelling expenses of officers and transportation of seamen; house rent to pursers, when duly authorized; for funeral expenses; for commissions, clerk hire, office rent, stationery, and fuel, to navy agents; for premiums and incidental expenses of recruiting; for apprehending deserters; for compensation to judge advocates; for per diem allowance to persons attending courts martial and courts of inquiry, or other services authorized by law; for printing and stationery of every description, and for working the lithographic press; for books, maps, charts, mathematical and nautical instruments, chronometers, models, and drawings; for the purchase and repair of fire engines and machinery connected therewith, and for other machinery for the repair of steam engines in navy-yards; for the purchase and maintenance of oxen and horses, and for carts, timber wheels, and workmen's tools of every description; for postage of letters on public service; for pilotage and towing ships of war; for assistance rendered to vessels in distress; for incidental labor at navy-yards, not applicable to any other appropriation; for coal and other fuel, and for candles and oil for the use of navy-yards and shore stations, and for no other object or purpose whatever, for the said half calendar year, three hundred and thirty thousand dollars; and for the said fiscal year, four hundred and fifty thousand dollars.

For contingent expenses for objects not enumerated for the said half calendar year, one thousand five hundred dollars; and for the said fiscal year, three thousand dollars.

For printing and publishing the code of rules and regulations for the government of the navy, prepared by the Secretary of the Navy and Attorney General, in obedience to a resolution of the last session, in case the same should be ratified by Congress, one thousand dollars.

For defraying the expenses of the agencies for the inspection of hemp, authorized by a joint resolution of Congress, approved eighteenth February, one thousand eight hundred and forty-three, four thousand dollars: *Provided*, That all provisions and clothing, hemp, and other materials of every name and nature, for the use of the navy, and the transportation thereof,

when time will permit, shall hereafter be furnished by contract by the lowest bidder, as follows: the Secretary of the Navy shall advertise, once a week, for at least four weeks, in one or more of the principal papers published in the place where such articles are to be furnished, for sealed proposals for furnishing such articles, or the whole of any particular class of articles, specifying in such advertisement the amount, quantity, and description of each kind of articles to be furnished; and all such proposals shall be kept sealed until the day specified in such advertisement for opening the same, when they shall be opened by or under the direction of the officer making such advertisement, in the presence of at least two persons; and the person offering to furnish any class of such articles, and giving satisfactory security for the performance thereof, under a forfeiture not exceeding twice the contract price in case of failure, shall receive a contract for furnishing the same; and in case the lowest bidder shall fail to enter into such contract and give such security within a reasonable time, to be fixed in such advertisement, then the contract shall be given to the next lowest bidder, who shall enter into such contract and give such security; and that all such bids or proposals shall be preserved and recorded, and reported to Congress at the commencement of every regular session; and the same shall contain a true and faithful abstract of all offers made, embracing as well those which are rejected as those which are accepted; the said abstract shall embrace the names of the party or parties offering, the terms proposed, the sums demanded, and the length of time the agreement is to continue. And in case of a failure to supply the articles or to perform the work, by the person entering into such contract, he and his sureties shall be liable for the forfeiture specified in such contract, as liquidated damages; to be sued for in the name of the United States, in any court having jurisdiction thereof.

MARINE CORPS.

For pay of officers, non-commissioned officers, musicians, privates, and servants serving on shore, and subsistence of officers of the marine corps, for the said half calendar year, ninety-nine thousand nine hundred and thirty-eight dollars; and for the said fiscal year, two hundred and one thousand four hundred and seventy-two dollars and fifteen cents.

For provisions for the non-commissioned officers, musicians, privates, servants, and washerwomen, serving on shore, for the said half calendar year, nineteen thousand one hundred and twenty-eight dollars and eight cents; and for the said fiscal year, thirty-eight thousand six hundred and seventy-eight dollars and eighty cents.

For clothing for the said half calendar year, twenty thousand three hundred and forty-nine dollars; and for the said fiscal year, forty thousand six hundred and ninety-eight dollars.

For fuel for the said half calendar year, eight thousand one hundred and thirty-seven dollars and six cents; and for the said fiscal year, sixteen thousand two hundred and seventy-four dollars and twelve cents.

To keep barracks in repair, for rent of temporary barracks, for the said half calendar year, three thousand dollars; and for the said fiscal year, six thousand dollars.

For transportation of officers, non-commissioned officers, musicians, and privates, and expenses of recruiting, for the said half calendar year, four thousand dollars; and for the said fiscal year, eight thousand dollars.

For military stores, pay of armorers, keeping arms in repair, accoutrements, ordnance stores, flags, drums, fifes, and other instruments for the band, for the said half calendar year, one thousand four hundred dol-

bars; and for the said fiscal year, two thousand eight hundred dollars.

For contingent expenses of said corps, viz: For freight, ferriage, toll, wharfage and cartage; for per diem allowance for attending courts martial and courts of inquiry; compensation to judge advocates; house rent where there are no public quarters assigned; per diem allowance to enlisted men on constant labor; expenses of burying deceased marines; printing, stationery, forage, postage on public letters, expenses in pursuit of deserters, candles, oil, straw, barrack furniture, bed sacks, spades, axes, shovels, picks, carpenters' tools, and for keeping a horse for the messenger, for the said half calendar year, eight thousand nine hundred and ninety dollars; and for the said fiscal year, seventeen thousand nine hundred and eighty dollars.

APPROVED, March 3, 1843

AN ACT granting a pension to certain revolutionary soldiers.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the widow of any person who served in the war of the Revolution in the manner set forth in the act approved the seventh day of June, eighteen hundred and thirty-two, entitled "An act supplementary to the act for the relief of certain surviving officers and soldiers of the Revolution," and whose widow, in virtue of an act approved the seventh day of July, eighteen hundred and thirty-eight, entitled "An act granting half pay and pensions to certain widows," and an act approved the twenty-third day of August, eighteen hundred and forty-two, amendatory thereof, and a resolution approved the sixteenth day of August, eighteen hundred and forty-two, entitled "A resolution declarative of the pension act of July seventh, eighteen hundred and thirty-eight," received, or is entitled to an annuity or pension for the term of five years from the fourth of March, eighteen hundred and thirty-six, shall be entitled to receive the same annuity or pension which she received, or is entitled to receive, under said acts or said resolution, or either of them, for and during the further term of one year from the fourth day of March, eighteen hundred and forty-three, or during such portion of said term as said widow shall survive, subject in all respects, however, to the rules, limitations, and conditions in and by said acts and resolution made and provided.

SEC. 2. *And be it further enacted,* That the sum of three hundred and eighty thousand dollars be, and the same is hereby, appropriated, out of any money in the Treasury not otherwise appropriated, to pay the annuities or pensions in and by this act granted.

APPROVED, March 3, 1843.

AN ACT authorizing an examination and survey of the harbor of Memphis, in Tennessee.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Navy be, and he is hereby, authorized to cause to be made an examination and survey of the harbor of Memphis, in the State of Tennessee, in reference to the expediency of establishing a naval depot and yard for the building and repairing steam-ships and other vessels of war at that place, and that he report to Congress the result of such examination and survey; and that the sum of three thousand dollars be, and the same is hereby, appropriated, out of any moneys in the Treasury unappropriated, to defray the expenses of such examination and survey.

APPROVED, March 3, 1843.

Foreign Miscellany.

LIFE PRESERVERS.

Few branches of marine invention have been pursued with more praiseworthy diligence than that of contriving means to rescue drowning persons. In the attempt to diminish the perils of water, the whole corps of inventors, projectors, and schemers have displayed both humanity and patriotism. Hence, the total race of cork jackets, marine spencers, safety tubes, seamen's friends, and all other kinds of life preservers from time to time proposed, forgotten, and revived; and hence originated that truly British body, the Humane Society. Still the golden rule—*prior tempore prior jure*—has not been sufficiently recognised in this excellent department; for we have seen, so lately as 1807, the Adelphi medal adjudicated to one Daniel for a life preserver, the which has been well described by Latin authors; or, should such be deemed of too remote a date for the ken of the rewarding committee, we will descend to a book on the "Ordering of Souldiers in Battel-ray," by Peter Whitehorne, 1562, wherein a contrivance, exactly similar to Daniel's is both figured and described, among his directions, "How to make a Gir-dell for Souldiers or Fishers, whereby they may goe in the water and passe over a river without eyther bridge or bote." But among the suggested means of saving human beings from perishing, the eighteenth century had the honor of seeing the science of naval architecture—so long subservient to ends of ambition and luxury—directly applied to purposes purely philanthropic. We allude to the several attempts to render boats unimmervible by planking up, and making water-tight, such spaces as would prove a counterpoise of floatation to the weight of the rowers. Among these adaptations, the celebrated life-boat of Mr. Henry Greathead was pronounced the most important; and the inventor, we are glad to say, was liberally rewarded with various pecuniary and honorary distinctions. The contrivance originated out of a deplorable catastrophe at Tynemouth, near South Shields, in the year 1789. A vessel struck on the Herd Sands, during so hard a gale that relief from the shore was precluded, and the hapless crew dropped one after another into the billows, in sight of numerous agonized spectators. Deeply affected by their fate, and while sympathy was fully alive, the principal inhabitants formed themselves into a committee, and offered a liberal premium to the constructor of a boat which could effect the preservation of persons so unfortunately circumstanced. Greathead, who became a zealous candidate, had remarked that if a spheroid be divided into quarters, these portions will float on the curvature—that they cannot be overset or sunk—and that they will be safely borne over broken water. He accordingly built a vessel of a figure somewhat analogous to such a prototipon, about thirty feet in length by ten feet broad, with the sides flammig out, for the purpose of preventing the breakers from running into the boat. It was decked at the floor-heads, impelled by twelve rowers, and steered by an oar; it was coated with cork on the outside, two or

three streaks down from the gunwale, and was found to answer the expected purpose so fully, that, although cork jackets were, for the production of greater safety, purchased for her crew, they were almost immediately disregarded. The first attempt to render it serviceable was successful in 1790; and it has since contributed to the preservation of thousands of valuable lives, which otherwise must have fallen victims to the rage of the ocean.—*U. S. Magazine.*

DIVING BELL.

We are told that all arts are but nature methodised, and the hydraulic management of air countenances the axiom. This has been largely exemplified in the diving bell—a machine which afforded power to man in a denser medium than he was meant for, and which took such strides towards perfection in the eighteenth century. Dr. Halley, the foremost in all scientific inquiries, presented the Royal Society with a paper on the “Art of living under water; or, a discourse concerning the means of furnishing air at the bottom of the sea, in any ordinary depths.” The diving bell, at that time, did not, when fairly immersed in the water, contain above four or five hogsheads of air; and as a man respires a gallon of air per minute, and consequently renders it unfit for further respiration, a hoghead would last one man scarcely one hour: nor were there any means of getting rid of the polluted air. But, in order to render the machine subservient to utility, it was necessary that not fewer than four men should descend at a time, which, with the increase of pressure according to the depth, the respired air mixing with the remaining mass, and the air required to support the combustion of the burning candle—the only light they had—limited the working period of each descent to a few minutes. Halley, weighing these impedimenta to usefulness, set himself to work to find a remedy. His bell was a truncated cone of wood, five feet in diameter at the bottom, and three at the top, coated with lead, and weighted at the lower parts to ensure its descent. As he knew that the foul or warmer air would invariably be lighter than the pure, and therefore constitute the top stratum, he fixed a cock in the head of the bell, by which it could be let off as occasion might require. He facilitated the supply of fresh air by means of a *tender* to the large bell; and diminished its expenditure by supplying natural instead of artificial light—a desideratum completely accomplished by fixing a large lens in the upper part, with its convex side downwards.*

The same discerning philosopher also contrived means to detach a man from the bell to examine the vicinity, by means of a sort of hood or helmet of lead, having a flexible pipe in the top through which the detached diver procured air from the bell. This last improvement was a grand step in submarine exploration, and was the precursor of the aquatic armour of the present diving corps, now working at

* Halley's bell was materially improved upon by poor Mr. Spalding, who lost his life in examining a sunken Indiaman. He is supposed to have been suffocated in the noxious effluvia arising from the dead bodies in the ship, or from a great quantity of ginseng—a medical plant which formed part of her cargo.

the wreck of the Royal George, under General Pasley, modified by the suggestions of various intelligent men.

But, though Halley thus obviated the principal difficulties of the diving bell, and opened the way to still further improvements, he never claimed the honor, which some late writers have assigned him, of being the inventor of it. Phipps had founded the fortunes of the house of Normandy by diving into a Spanish galleon, in 1684; but Beckmann cites a passage from Schott's *Technica Curiosa*, which was published in 1664, to show that Taisnier saw—“with his own eyes”—an aquatic kettle used half a century before Phipps recovered the dollars. The words of Taisnier are: “Were the ignorant vulgar told that one could descend to the bottom of the Rhine, in the midst of the water, without wetting one's clothes or any part of one's body, and even carry a lighted candle to the bottom of the water, they would consider it as altogether ridiculous and impossible. This, however, I saw done at Toledo, in Spain, in the year 1538, before the Emperor Charles V. and almost ten thousand spectators. The experiment was made by two Greeks, who, taking a very large kettle (*cacabus*) suspended by ropes, with the face downwards, fixed beams and planks in the middle of its concavity, upon which they placed themselves, together with a candle. The kettle was equipoised by means of lead fixed round its mouth, so that when let down towards the water no part of its circumference should touch the water sooner than another, else the water might easily have overcome the air included in it, and have converted it into moist vapour.” This, however exactly and satisfactorily it established the experiment made before the Quixotic Emperor, is in no way conclusive as to originality; for even supposing the oft-cited passage in Aristotle to be doubtful, there are still sufficient evidences to prove that the diving bell was known at an early period. Roger Bacon seems to have contrived one in the thirteenth century; and upwards of three hundred years afterwards, Lord Bacon mentions the diving bell as a machine used to assist persons laboring under water upon wrecks, by affording a reservoir of air to which they might resort whenever they required to take breath. We have been assured that S. Marchi, a Roman, descended into the enormous ship palace of Trajan, sunk in Lake Nemi, so far back as 1535; yet that fact in no way militates with the priority of Roger Bacon.

The machine, however, must have been a most imperfect one before Halley's time, but thenceforward its utility became manifested, and our countrymen were so well practised in its management as to be in great request abroad. Thus in the *St. James's Evening Post* for September 25th, 1729, we meet this passage: “Some days ago, Captain Hannibal, in the sloop *Cornelius*, brought over as passengers from Rotterdam the two famous English divers, living at Weymouth, having been three years in the Dutch East India Company's service, and had been sent to fish upon the wrecks of some ships of theirs in India. They gave a specimen of their skill before the Governor and Directors at Middleburgh, in

Zealand, by diving in six fathom water, and staying at the bottom three quarters of an hour, bringing up some gravel in their hands. The Directors entered into a contract with them, agreeing to give six pounds per cent. for the treasure they should recover, and so for other goods in proportion to their value. The first trial they made was upon the wreck of a Dutch East India ship that had been lost off Cape Coast in six fathom sea, in which they succeeded so well that they brought up at several times £3,600 in silver. They dived also upon another wreck in eight fathoms, and brought up some bars of silver and gold, and several brass great guns: when one went to the bottom, his companion stayed on board to pull him up as occasion offered, for they would trust no foreigner. Their diving engine they contrived in England, which was of wood, six hundred-weight of lead being affixed to the bottom to sink it, and less would not do; the glasses before their eyes were three inches thick, and their hands were at liberty to grope and fasten hooks to chests and such other things as they had a mind to get up."

It has rather surprised us that the credit of suggesting the application of the diving bell in aid of subaqueous engineering, is so generally attributed to Eddystone Smeaton. It is true that about 1779 he used it in repairing the foundations of the Hexham bridge; but it is also true that, upwards of sixty years before, Halley, having removed the difficulties to its use, distinctly pronounced the extensive utility of its operations, saying, "This I take to be an invention applicable to various uses, such as fishing for pearl, diving for coral, sponges, and the like, in far greater depths than has hitherto been thought possible. Also, for the fitting and plaining of the foundations of moles, bridges, &c., upon rocky bottoms."

It is a little curious that Halley did not think of some optical assistance to explore, through the water, the bottoms of such places as require visiting. It was, of course, well known that the reflection and refraction of the rays of light at the surface of the water impede distinct vision. Now, in our own early days, we had seen a cylindrical cartridge-box, with its bottom cut out and the orifice glazed, used for examining the state of a ship's bottom; and having occasion to make some minute subaqueous inspections, we afterwards constructed an hydraulic tube, well glazed, for viewing objects in deep water, which excited much interest among the numerous officers and friends who saw its success. It was in shape an overgrown speaking-trumpet, and required a large grommet of lead to steady it; yet upwards of twenty years after this had been used in public service, we saw a similar instrument advertised as a new American invention, under the style and title of the "Water Telescope."

ESCAPE OF PRISONERS.—A writer in the U. S. Magazine relates the following method by which a woman effected the liberation of several British prisoners during the last war. Her ingenuity is more commendable than her patriotism:

The period has now passed, when any penalty could attach to the benevolent being who was the immediate means of ensuring liberty to some British subjects confined in a prison during the American

war; and I have therefore no hesitation in giving publicity to the circumstances connected with the escape of the prisoners. The room in which they were confined, was at the top of a large house, the windows well secured with iron bars, and a sentry stationed under them. One day an old woman was observed talking to the sentry, who, after some hesitation, and a careful examination of the basket she had brought, granted her request, which was, that the poor prisoners might be allowed to have some cakes she had purposely made for them. By means of strips of linen, &c., the basket was raised to the window; and, the cakes being taken out, was lowered to the charitable woman, who forthwith quitted the spot, seemingly well pleased at having attained the object of her visit. The hungry prisoners immediately began to eat the small cakes, but were ungrateful enough to express their disappointment at finding them mere cakes—by no means as substantial a present as they would have wished to satisfy the cravings of their appetite. On breaking one of the cakes, however, to their great surprise, a small fine saw was found in it; and now, the value of the gift flashed upon the minds of the desponding prisoners. They instantly gave their unknown friend a true British cheer, which "made the welkin ring," leaving the sentry in his ignorance to fancy the lads were overjoyed with the taste of their cakes. Several saws having been found, no time was lost in making preparations for an escape from their irksome confinement. All the clothing that could be rendered available for the intended purpose, was cut into strips, and twisted into ropes; the bars of the windows were all but sawn through; and every thing being completed, the anxious prisoners waited patiently for a dark night when they might attempt to quit their dreary imprisonment, with a fair prospect of success. The propitious time having arrived, the brewears quietly removed, the rope lowered, and one by one did the joyous anticipators of freedom stealthily descend from their melancholy abode. All, alas! were not fated to taste the cup of prosperity; the too fragile rope giving way with the fourth or fifth man, he fell and broke his leg; the acute pain of which having caused him to utter a cry, the sentry, discovering the plot, quickly gave the alarm. Fortune, however, did not desert all the liberated party, some of whom, by concealing themselves in the woods throughout the day, and travelling cautiously during the night, after enduring many privations and hardships, had the good luck to rejoin their associates and friends.

I must not quit the record of this poor woman's benevolent act, without adding, that her motive could only have arisen from pure philanthropy; to all the prisoners, she was totally unknown, and never in any manner did she again bring herself under the notice of those for whose sake she had risked much, and to whom she had so generously given health, happiness, and freedom.

THE CHINESE NAVY.—From the latest Pekin gazettes we perceive that much interest exists in the Imperial Cabinet on the subject of constructing ships of war after foreign models. It appears that Kin

Yinglin, one of the ministers, laid drawings of ships of sundry forms before His Majesty, accompanied by strong recommendations for an increased number of efficient fighting ships. Upon this the Emperor sends all the drawings to Yihshan, at Canton, ordering him to have vessels constructed, if he considered Kin Yinglin's plans the most feasible. Yihshan, in a very long memorial, shows that no kinds of vessels are at all proper for fighting except those constructed after foreign models.

He speaks of the wonderful reports of the high officers of the United States ships Constellation and Boston, during their visit at Whampoa, and proposes that they be the models of all Chinese ships of war hereafter to be built. The Emperor, therefore, orders ships to be built of the kind recommended, and of the best materials. His Majesty also states, that as the ships are now needed there will not be time to wait for them to be built; but orders Yihshan to send the hong merchants to buy the ships which the barbarians may have for sale, and at the same time to despatch proper officers to purchase the strongest materials possible for ship building.

Yihshan states in his memorial that one ship after the foreign model has been built at Canton, and which is able to go to sea, and that two more are on the stocks.—*Canton Register, December 27.*

THE BRITISH "APPRENTICE" SYSTEM.—It is stated in a New Orleans paper, on the authority of a Jamaica journal, that three ships, the Glen Huntley, of 430 tons burden, the Arabian, of 390 tons, and the Senator, of 348 tons, are about to proceed to Sierra Leone and the coast of Western Africa for the purpose of procuring negroes for the colonies. The ultimate destination of the first named is Jamaica; the second will deposite her cargo in British Guiana; the third at Trinidad. The negroes thus transported from Africa to the West Indies and other colonies are not brought as slaves, because England has set herself foremost among the nations to suppress the slave trade. They are called "apprentices;" they are indentured to the planters for a term of years, and at the end of the term they are to be set free, with a certain sum by way of remuneration.

ANOTHER GREAT BLAST AT DOVER, March 2.—This afternoon, at half past 4 o'clock, another great blast took place at the Southeastern Railway works, a little beyond the Round-down Cliff. (See page 417.) This blast, as compared with that of the Round-down, (when 18,500 pounds of gunpowder were instantaneously ignited,) was comparatively insignificant; but when we mention that 7,000 pounds were fired at the present explosion, it will be seen that this insignificance was only comparative. The present operations, like the great blast on the 26th of January, were conducted by Mr. Cubitt, the engineer-in-chief to the Southeastern Railway, who, along with Lieut. Hutchinson and a number of the directors of the company, was present to-day, witnessing the blast. The effect of this blast has been quite as successful as that which effected the destruction of Round-down. About 50,000 yards of chalk have been dislodged.

INFLUENCES OF SOLAR ECLIPSES ON ANIMALS.—The Buffalo Commercial Advertiser contains the following notice, furnished by Mr. Hawkins, of a paper read by the French Astronomer ARAGO, of the wonderful effect produced on various animals by an eclipse of the sun:

"M. Arago, in his account to the Academy of Sciences of the solar eclipses of the 8th July last, stated that he had often heard accounts of birds dying from the mere influence of an eclipse of the sun, but could scarcely credit the statement, as they could only die from fear; and the discharge of a gun ought to frighten them much more, and yet it is certain that it does not kill them unless they are actually hit. One of M. Arago's friends made the following experiment: He placed five linnets in a cage; they were lively and active, and fed up to the moment of the eclipse; when the eclipse had terminated, three of them were dead. A dog was kept fasting from morning; immediately before the eclipse he was offered food, and fell on it greedily; but when the dusk commenced he ceased eating. The horned cattle in the fields seemed affected with a kind of vague terror; during the eclipse they lay down in a circle, their heads being arranged toward the circumference, as if to face a common danger. The darkness influenced even the smallest animals. M. Fraisse observed a number of mice, which were running briskly, become suddenly still when the eclipse began. A colony of ants, which had been working actively, suddenly ceased from their labors at the same moment."

To this the Maryland Medical and Surgical Journal appends the following remarks:

"The latter circumstance is analogous to the fact which we have witnessed more than once, of domestic fowls going to roost during the darkness of an eclipse. Such effects upon the lower animals are less remarkable than the influence of lunar eclipses upon the great Lord Bacon, which we learn from the unexceptionable testimony of his Biographer Rawley. 'One singularity,' says that writer, 'there was in his Lordship's temperament, not easily to be accounted for; in every eclipse of the moon, whether he observed it or not, he was certainly seized with a sudden fit of fainting, which left him without any remaining weakness as soon as the eclipse ended.'"

BRITISH ARMY AND NAVY.—The total estimated amount to be provided for army services for the year commencing April 1, 1843, is £6,225,103, being £139,923 less than the sum provided for the year ending March 31, 1843. There are 103 regiments in the British service, consisting of 94,000 rank and file. It is intended to effect a reduction on the rank and file of the above numbers, by suspending recruiting in 59 regiments, at home and abroad, until their numbers are reduced to 740 rank and file each. This will bring the aggregate down to 88,660, showing a reduction of 5,740.

The navy estimates for the year commencing April 1, 1843, amount to £6,382,990, being £435,183 less than provided for the year ending 31st of March 1843.

Domestic Miscellany.**DUELLING AND ETIQUETTE.**

It is a just remark that the constitution of the human mind is the same in all ages and among all people—and that the varying customs of civilized and barbarous nations are but different developments of the same human nature. Thus, the duel, though surrounded by all the paraphernalia with which modern refinement can invest it, is still the same in principle and prompted by the same passions as was that of the Indians who shot at one another with bows and arrows from behind a tree. The duel of the Indians, it is true, was the more honorable of the two, the thing itself being more in accordance with their grade in civilization, and being so esteemed by their countrymen, as the bracelet which the victor wore "as a trophy of honor to his dying day," will testify—but still the principle is the same.

So also with the laws of etiquette. However refined and multiplied they may become by civilization, yet the principle from which they originate exists in every breast. Indeed, among the most fashionable circles they are seldom carried to so great an excess as they have sometimes been by those whom we are apt to term "uncouth savages."

These reflections have been suggested by the following extracts from a narrative of the manners and customs of the Indians in New England, written in 1632, "upon ten yeers knowledge and experiment of the country."

"These Salvages are not apt to quarrell one with another: yet such hath bin the occasion that a difference hath happened, which hath growne to that height, that it has not bin reconciled otherwise than by combat, which hath bin performed in this manner, the two champions prepared the fight, with their bowes in hand, and a quiver full of arrows at their backs, they have entered into the field, the Challenger and challenged have chosen two trees, standing within a little distance of each other; they have cast lotts for the cheife of the trees, then either champion setting himselfe behinde his tree watches an advantage, to let fly his shafts, and to gall his enemy, there they continue shooting at each other, if by chaunce they espie any part open, they endeavour to gall the combatant in that part; and use much agility in the performance of the taske they have in hand. Resolute they are in the execution of their vengeance, when once they have begunne, and will in no wise be daunted, or seeme to shrink though they doe catch a clap with an arrow, but fight it out in this manner until one or both be slaine.

"I have bin shewed the places, where such duels have bin performed, and have found the trees marked for a memoriall of the Combat, where that champion hath stood, that had the hap to be slaine in the duel? and they count it the greatest honor that can be, to the surviving Cumbatant to shew the scares of the wounds, received in this kinde of Conflict, and if it happen to be on the arme as those parts are most

in danger in these cases, they will alwayes were a bracelet upon that place of the arme, as a trophy of honor to their dying day."

"The Sachem or Sagamore of Sagus made choise, (when hee came to mans estate) of a Lady of noble discent, Daughter to Papasiquineo: the Sachem or Sagamore of the territories neare Merrimack River a man of the best note and estimation in all those parts (and as my Countryman Mr. Wood declares in his prospect) a great Nigromancer, this Lady the younge Sachem with the consent & good liking of her father marries, and takes for his wife. Great entertainment, hee and his receaved in those parts at her fathers hands, where they weare fested in the best manner that might be expected, according to the Custome of their nation, with reveling, & such other solemnities as is usuall amongst them. The solemnity being ended, Papasiquineo causes a selected number of his men to waite upon his Daughter home: into those parts that did properly belong to her Lord, and husband, where the attendants had entertainment by the Sachem of Sagus and his Countrymen: the solemnity being ended, the attendants were gratified.

"Not long after the new married Lady had a great desire to see her father, and her native country, from whence shee came, her Lord willing to pleasure her, & not deny her request (amongst them) thought to be reasonable commanded a selected number of his owne men to conduct his Lady to her Father; where with great respect they brought her: and having feasted there a while, returned to their owne country againe, leaving the Lady to continue there at her owne pleasure, amongst her friends, and old acquaintance: where shee passed away the time for a while: and in the end desired to returne to her Lord againe. Her father the old Papasiquineo having notice of her intent, sent some of his men on ambassage to the younge Sachem, his sonne in law, to let him understand that his daughter was not willing, to absent her selfe from his company any longer; & therefore (as the messengers had in charge) desired the younge Lord to send a convoy for her: but hee standing upon tearmes of honor, & the maintaining of his reputatiō, returned to his father in law this answer that when she departed from him, hee caused his men to waite upon her to her farthers territories, as it did become him: but now shee had an intent to returne, it did become her father, to send her back with a convoy of his own people: & that it stood not with his reputation to make himself or his men so servile, to fetch her againe. The old Sachem Papasiquineo having this message returned, was intraged to think that his young son in law did not esteeme him at a higher rate, than to capitulate with him about the matter, & returne him this sharpe reply; that his daughters blood, and birth deserved no more respect; then to be so slighted, & therefore if he would have her company, hee were best to send or come for her.

"The younge Sachem not willing to under value himselfe, and being a man of a stout spirit, did not stick to say, that he should either send her, by his owne Convey, or keepe her; for hee was not determined to stoope so lowe.

"So much these two Sachems stood upon tearmes of reputation with each other, the one would not send her, & the other would not send for her, least it should be any diminishing of honor on his part, that should seeme to comply, that the Lady (when I came out of the Country) remained still with her father; which is a thinge worth the noting, that Salvage people should seeke to maintaine their reputation so much as they doe."

From the New York American.

THE HAUNTED SHIP.

During the last war, one of our frigates captured in the Pacific a large English whaler; and to the surprise of the boarding officer, he found the crew manifesting a great desire to get on board the frigate and evidently quite *satisfied*, if not actually *gratified*, that they were captured. On inquiry, it was found that the captured whaler was a *haunted ship*! The news soon spread through the frigate; the next trouble was to assemble a *willing prize-crew* to go on board the prize—which trouble might have been a serious one but for the force of discipline. The prize was a large and valuable ship—but she was *haunted*! The authentic report was, that during a still night, when no other noise was heard, and no other motion felt than that of the slow, undulating movement of a Pacific ocean sea, a *deep and deadly groan was heard below*, coming apparently from the after part of the vessel, and heard distinctly from every open hatchway; and so great was the panic at last, that the captain declared he could not induce a man to go below.

The prize-master on taking possession, *pretended* to disbelieve the story, and declared that if he heard any groaning or other ghostly noises he'd soon find out the cause. As evening approached, the prize-crew began to listen; and sure enough, when the usual noise of ship work subsided and all was silence, a long, deep drawn sigh came up through the after hatchway, and increased at intervals as silence prevailed, till at last a full and audible *groan* came forth, that not only huddled the prize-crew into a close fore-castle group, but made their blood curdle, and their teeth chatter. Groan succeeded groan at short intervals, till at length the voice of the prize-master interposed: "Where in—does that noise come from? Call all hands." (There was no need of this call, all hands were already on deck.) "Steward, get lights: come men, arm yourselves and follow me. I'm d—d if I don't have a tussel with this groaner." He led the way and the crew followed. On reaching the 'tween decks he stopt and listened to get the right direction of the *groan*. It came as before from the after part of the ship, and so deep and long drawn that it seemed the last life effort of a Hercules in an exhausted death struggle—a *full sigh terminating in a groan of agony!!!* The dauntless prize-master, though armed with a boarding sword, stood for a moment petrified. Had he retreated one step, it is quite certain every one of his followers would very soon have been found huddled together again in a close group on the fore-castle, so terrible was that last groan and so awful its effect upon the hearts of those

who on occasion of battle were found foremost in the fight. But he held his ground—it was no time to flinch, and cheered his men onward "to follow" him. They came to a large store-room or *stow-hole*, through which it was necessary to pass, and began, with the aid of a dim light held by a trembling steward, to remove some obstructions in the way. The first thing the prize-master accidentally put his hand on, was the arm, shoulder, and part of the face of an old mutilated figure-head, which perhaps formerly decorated the prow of the ship. Pulling it out of a mass of old rigging, and holding it up he facetiously exclaimed: "Here's a part of Mr. Ghost; come along men, we'll get the *whole* of him presently." The light was just sufficient to develop the form of a human limb and rigid muscles, and the effect was so appalling upon the steward that he dropt the lantern. The prize-master dropped the limb, picked up the lantern and pushed on, commanding his men to follow; who, finding themselves now in the *midst of the danger*, began to "d—n their eyes," and *plucked up*.

The stow-hole being passed through, they approached what might be called an after hold or run, stowed with casks. Here the deep sigh and heavy groan filled every space, though somewhat altered in tone, and less human and less ghost like. On carefully surveying the scene, a large cask was discovered *with the bung out*; at every roll of the ship, a rush of air would pass across this *bung hole* and cause a most unearthly sound. (And here it may as well be stated, that if any sceptic desires to satisfy his doubts, let him take an empty bottle or decanter with the cork out and blow across its nozzle—let him magnify this to the size of a *large cask*, with a *large bung hole*, and then he may form some idea of the *groan* alluded to.)

The bung was found and replaced, and the groans and death struggle ceased, and the *haunted ship* turned out a good prize. But it was not without its moral to see the manner and witness the remarks of some of the old salts composing the prize-crew *after* the real discovery was made. Not a mother's son of them was found unable to hitch up with his elbows the waistband of his canvass trowsers, and assert "that *he* never believed in ghosts or hobgoblins, *not he*, and would just as soon grapple with one as with an Englishman; and as for that *groaning*, he always thought it was some bloody nonsense or other." But the story got to the frigate, and many a mid-watch was enlivened by the *variations* through which it passed, accompanied by an empty bottle to illustrate the awful groans on board "*The Haunted Ship*."

MERITED REWARD.—On Sunday morning, the 9th inst., a silver medal was presented to Corporal PHILIP CAHILL, U. S. Marines, attached to the frigate *Brandywine*, by Commodore Parker, in the name of the officers of the frigate *Constitution*, for his gallant and noble conduct in saving from drowning Midshipman Weaver, who fell overboard from that ship while lying off the navy-yard on the night of the 3d February last. Commodore Parker complimented Corporal Cahill for his praiseworthy conduct, and concluded his remarks by announcing his promotion to the rank of Sergeant.—*Norfolk Beacon*.

The court decided not to grant the delay. Comm'r RAMSAY entered a protest against the decision of the court. Commander RAMSAY then read his plea, which was—*Not guilty*.

Purser MOORE was then examined as to the correctness of the muster roll of the *Vandalia*.

THURSDAY, April 13.—The examination of Purser MOORE was continued.

Commander RAMSAY read a memorial which he wished to forward to the Secretary, in which he urged his former objections to the members of the court before referred to. The court was cleared, and, on being re-opened, Commander RAMSAY was informed that the court had decided to forward the memorial to the Secretary.

Purser MOORE was then cross-examined by Commander RAMSAY as to the first charge.

FRIDAY, April 14.—Commander RAMSAY wished the court to expunge the proceedings of Thursday in the evidence of Purser MOORE, relative to the second specification of the fifth charge, which was, that Commander RAMSAY, at sea, on or about the first day of September, 1842, ordered Edward Lyons, a boatswain on board the *Vandalia*, to give up his appointment, and be confined in double irons; and also caused to be inflicted upon Wm. Stackpole twenty-four lashes with the cats. The court was cleared, and, on being re-opened, Commander RAMSAY was informed that the court had decided not to expunge said evidence. Commander RAMSAY entered a protest against the decision.

Purser MOORE's cross-examination was then continued by Commander RAMSAY.

SATURDAY, April 15.—The cross-examination of Purser MOORE was further continued by Com. RAMSAY.

MONDAY, April 17.—The cross-examination of Purser MOORE was further continued by Commander RAMSAY, and being finished for the present, he was permitted to retire.

The memorial of Commander RAMSAY, relative to his witnesses was submitted to the court; the court was then cleared, and on being re-opened Com. RAMSAY was informed that his memorial was received.

Lieut. POOR was then sworn and examined.

THE LATE COMMODORE HULL.

The following proceedings of the Bar of the city of Philadelphia, in honor of the memory of Commodore HULL, were published, by the request, in the *National Intelligencer*:

At a very numerous meeting of the Bar of Philadelphia, JOSIAH RANDALL, Esq., was appointed Chairman, and EDMUND C. WATMOUGH, Secretary.

The following resolutions were presented by HENRY D. GILPIN, Esq.:

Resolved, That the members of this Bar have learned with regret the death of Commodore ISAAC HULL, of the United States Navy, whom the citizens of Philadelphia so lately welcomed as a resident among them. The unsurpassed gallantry of his conduct in a long life of public service, and the sterling virtues of his private character, have secured for his memory the lasting admiration of his country, and the esteem of every portion of his fellow-citizens.

Resolved, That the District Attorney of the United

States and the Attorney General of Pennsylvania be requested to move an adjournment of the Courts.

Resolved, That the Bar will attend the funeral of Commodore HULL.

Resolved, That a committee be appointed to communicate to Mrs. HULL the proceedings of this meeting, and to assure her of their sympathy and regret.

Committee appointed.

HORACE BINNEY,	HENRY D. GILPIN,
PETER A. BROWN,	DAVID PAUL BROWN,
CHARLES WHEELER,	F. W. HUBBELL,
GEORGE M. DALLAS,	WILLIAM B. REED,
JOSIAH RANDALL,	HENRY M. PHILLIPS,
WM. M. MEREDITH,	EDMUND C. WATMOUGH.

JOSIAH RANDALL, *Chairman*.

EDMUND C. WATMOUGH, *Secretary*.

PHILADELPHIA, February 24, 1843.

To Mrs. Commodore HULL:

MADAM: The Bar of Philadelphia, desirous of giving their particular testimony to the signal merits, both public and private, of your lamented husband, have united in the proceedings and resolutions, a copy of which, in obedience to their command, we have now the honor of communicating to you. In performing the further duty committed to them of assuring you of the sympathy and regret of this body, the Committee beg leave to add, that there is no member of the Philadelphia Bar who would not feel himself honored by the opportunity of returning to the bereaved family of Commodore HULL, in any service it might require, a portion, however small, of the debt which the Bar and the whole country owe to him for a life of spotless honor and of patriotic devotion.

We have the honor to remain, with profound respect, your obedient servants,

HORACE BINNEY, *Chairman of Com.*

CHARLES WHEELER,	WM. B. REED,
JOSIAH RANDALL,	HENRY M. PHILLIPS,
G. M. DALLAS,	EDMUND C. WATMOUGH,
H. D. GILPIN,	W. M. MEREDITH,
PETER A. BROWN,	C. INGERSOLL.

DAVID PAUL BROWN, *Secretary of Committee*.

PHILADELPHIA, March 15, 1843,
5, PORTICO SQUARE.

SIR: Permit me to request you to receive yourself, and convey to the gentlemen of the "Philadelphia Bar," the expression of my deep gratitude for the distinguished manner in which they have shown their appreciation of Commodore HULL, whose "life" they so justly and beautifully say, "was of spotless honor and patriotic devotion."

It was ever the pride of my husband to deserve the approbation of the distinguished and good. That those gentlemen, so eminent for the highest attributes that adorn human nature, should have thus honored his memory will be one of my most endearing and proudest remembrances.

The chivalrous and kind feelings they have been pleased to express for myself have penetrated my heart.

I can only thank yourself and those gentlemen with the most grateful feelings.

I wish them individually every happiness.

A. M. H. HULL.

To the Hon. HORACE BINNEY.

NATIONAL INSTITUTE.

The NATIONAL INSTITUTE has acquired a celebrity never before enjoyed by an institute of only three years standing. It is indebted for this as well to the vigor with which the first scientific expedition of our Navy was prosecuted, as to the rich contributions of individuals. These have given it at once a rank among the learned societies both of our own and foreign countries, which commands for it the highest admiration and respect. But the corner-stone only is as yet laid, and to perfect the superstructure, in harmony with the magnificence of the plan, must require the unwearied exertions of the individual members. Scientific expeditions, like rich legacies, must not be made a staff upon which to lean. The immense collections which are now on hand must be studied and appreciated, and be steadily increased by individual contributions. The officers of the Army and Navy enjoy peculiar advantages for aiding in carrying out these great objects, and the zeal which many of them have already manifested gives good assurance that their opportunities will not be neglected. The following evidence of this we copy from the National Intelligencer:

HANCOCK BARRACKS, HOULTON, (ME.) }
March 30, 1843. }

SIR: The undersigned, in behalf of the mess of the First Regiment of Artillery, have the honor to present, through you, to the National Institute, the prepared head and horns of a Moose, which (with some other specimens prepared and presented by Dr. Isaacs, of the U. S. Army) were turned over to Capt. Babbitt, the Assistant Quartermaster at this post, for transportation to Washington, on the 25th inst. They are as follows:

No. 1. The head and horns of a five year old bull Moose, shot on the head waters of the St. John's by Lieut. J. L. Donaldson, 1st artillery, and prepared by Dr. Isaacs, U. S. Army.

No. 2. The head and horns of a Cariboo, prepared and presented by Dr. Isaacs, U. S. Army.

No. 3. The entire skin of a Sable or Martin, prepared and presented by Dr. Isaacs, U. S. Army.

No. 4. The entire skin of a white Weazel, prepared and presented by Dr. Isaacs, U. S. Army.

No. 5. A Lake Kout, prepared and presented by Dr. Isaacs, U. S. Army.

The above mentioned animals were all found in that part of the disputed territory now embraced in the State of Maine.

We have the honor to be, sir, very respectfully,
your obedient servants,

J. BANKHEAD MAGRUDER,

First Lieutenant 1st Artillery.

M. J. BURKE, First Lieut. 1st Artillery.

S. JONES, Quartermaster.

To F. MARKOE, Esq., Cor. Sec. National Institute.

From the National Intelligencer.

EXTRACT OF A LETTER FROM AN OFFICER OF THE PACIFIC SQUADRON.

"MAZATLAN, February 8, 1843.

"Since the date of my last letters we have been constantly, and I trust usefully, employed on the coast of California, until the 1st instant, when we reached this port. Since shifting his flag aboard the *Cyane*, the Commodore has visited Monterey, St. Francisco, Santa Barbara, San Pedro, and the village of *Los Angeles*, which last-mentioned place is the headquarters of General MICHELTORENA, the Governor General of both Californias. I should like to give you a description of our entrée and three days' visit to the *Angeles*, but I must defer this pleasant task to another day. Suffice it to say, that Commo. JONES was received and treated as the *Nation's Guest*, honored with a public ball, to which he rode in the General's own carriage, drawn by valiant soldiers! Not only the General, but all others in and out of authority were unceasing in their attentions, restricted only by the compass of their means; and, in fact, it would not be doing justice to the Californians not to say that we are kindly received every where: and even here, where the Mexicans were not accustomed to pay much respect to our flag, we are received and treated with marked respect. I may say, with truth, that our Navy and our nation have attained a character and standing with the proud and haughty Mexicans which it never before had."

SMALL POX.—The council of St. Augustine have forbid, under a penalty of fifty dollars, any person, from the city of Charleston, or from any other place where the small pox is prevalent, to enter St. Augustine, unless they shall have been at least fifteen days absent from such city, and be at the time entirely free from said disease.

REVENUE CUTTER TANEY.—The master, owners, and underwriters of the brig Wm. H. Tallman, by a card which they published in the Norfolk Beacon, acknowledge the service rendered them by the U. S. revenue cutter *Taney*, Captain WEBSTER, in towing into that port from sea the brig W. H. Tallman, in a distressed condition. They return their thanks to Conway Whittle, Esq., collector, for his promptness in despatching the cutter to the brig's assistance, and to Captain Webster, his officers and crew, for their activity, which has resulted so beneficially to all interested.

SALARY OF DISMISSED OFFICERS.—In the case of the United States vs. Isaac Barnes, late Naval Officer in Boston, it was decided that an officer dismissed from his place, was entitled to his salary only to the time of his dismissal, and not for a whole year.

NAVAL RECRUITS.—Brig *Eleanor* from Charleston arrived at Norfolk on the 15th inst., having on board a draft of forty-five seamen for the U. S. Navy, in charge of Lieutenant North, Passed Midshipman Lovel, and Doctor Cross.

MARYLAND MILITIA.—JAMES C. BIDDLE, of Baltimore, has been appointed by the Governor of Maryland Major and Inspector of the Third Brigade, Third Division, of Maryland Militia.

WASHINGTON.

THURSDAY, APRIL 20, 1843.

BIG SHIPS FOR LITTLE THINGS.

In these utilitarian times, and in the eyes of such a matter-of-fact sort of personage as Brother Jonathan is known to be, there is a fitness in things—a certain just and economical relation between the means used and the end sought, that is particularly pleasing and acceptable to our august and sovereign “Brother” just mentioned. A particular service has to be performed afloat—a small piratical vessel, for instance, is suspected to be hovering about the track of our merchantmen, and it becomes necessary to send one or more of our public cruisers to look after her. What would be thought in such a case, if, instead of sending out at once the swiftest of our brigs and schooners, these should be kept in port, and we should proceed to fit out and send on this service, our “BIG SHIP,” as the Pennsylvania is called? Every body would at once say, why not send a schooner instead? She could prevail against the pirate quite as readily as the one hundred and twenty gun ship—and much better; for, besides being more convenient and suitable in all other respects, the schooner could pursue in shoal water, and chase where a larger ship would strand.

As absurd as the case supposed appears, the Navy, and the country too, if it will but look, is about to see, in the African squadron, almost as great a piece of absurdity actually practised.

Slavers, it is well known, depend upon their heels, and not upon their feeble arms for safety. They seldom have any thing more than one long nine or twelve-pounder amidships; or, if they do sometimes carry a little more metal, there is not one that could cope with the smallest schooner in the Navy. Speed, *speed*, is the great qualification and chief requisite of all vessels engaged in the slave-trade. Without it, they dare not give canvass to the breeze, in this nefarious traffic. The few American vessels that are engaged in it, are known to sail like the wind, and can be overhauled in the chase only by the fleetest among the vessels in the Navy. And yet the squadron that is now fitting out for the suppression of this trade, is to be headed by the Macedonian—a frigate! and one of the very dullest ships in the Navy!

We once knew an “old salt” who bought

him a buggy, and not perceiving how, otherwise than by kedging, it was to be “worked down hill in so narrow a channel-way” as a common road, he got an anchor for it, and was seen with his kedge dragging after him, working down the declivities of the Alleghany mountains, in regular ship-shape style. Borrowing from this an idea of “naval forces ashore,” we doubt not that, if there was a road up and down the coast of Africa, a coach and four, with a swivel mounted on the top, would render humanity quite as much aid, and the state altogether as good service, as will this lumbering old frigate, with all her hollow show of great guns and stalwort sailors.

We are bound, in the most solemn manner known among nations, to keep on the coast of Africa a sufficient and *adequate* squadron of not less than eighty guns, for the suppression of the African slave trade. One-half of this force is centered in a heavy, dull frigate, that will not be as useful as the smallest tender in the squadron. Had the force of this torpid flagship been divided out into brigs and schooners, we should have seen really established that fitness and economical relation between the means employed and the end sought, which would have insured results at once useful and creditable. It would have been in accordance with the good faith of treaty stipulations, perfectly in consonance with the wishes of the country, and O how grateful to the feelings of humanity and of the Navy.

Twenty years ago, when sea-robbers were rife, and the West Indies swarmed with pirates, things were not so managed in the Navy. The gallant officer who was sent out for the suppression of piracy in those seas, was not so fitted out. He was going in the pursuit of small vessels, and none but small vessels would do for him on such service—the Weazel, and the Ferret, and the Greyhound, and such like craft, figured in this squadron; they were so small, that, in derision, the assemblage of Lilliputian-like men-of-war was called the “Mosquito fleet.” But never was there a fleet which did better service, and was better calculated for the duties required; for chasing in shallow water, for running up creeks, and dodging in and out of the hiding places and little inlets along the shore, they were the very vessels. Had frigates been sent, the pirates, as far as frigates were concerned, might have there remained till this day. But the

"Mosquito fleet" soon drove them all away, and broke up their fastnesses.

A similar service is now required on the coast of Africa. It can be well, safely, and efficiently, aye, we may add, and honorably performed, only by small vessels. If it be argued that it is a sickly station, and the frigate is wanting as a sort of hospital-ship, we reply, with the question, Were disease and death ever so rife and frightful in the Navy as they were in the "Mosquito fleet?" And where was the hospital-frigate for those poor fellows? The charnel house at Key West answers, **WHERE!** If it be necessary to have a hospital-ship, let it be a comfortable merchant-built vessel, with a crew only of a dozen men, and with apartments and accommodations fitted up and provided for the sick. A frigate is no place for sick men: all the room and accommodations in her are taken up by her own crew and her armament together.

We do not know who, under the new system, is responsible for putting such a vessel as the Macedonian upon this service; but of one thing we are certain, viz: if the commander of the African squadron would represent to the Navy Department the unfitness of his flag-ship for such service, and take the ground that, if his forces be *weakened* by having this frigate as a part of them, both his country and himself will be forced into a false position—we say, if he would do this, we are quite sure, efficient cruisers would be added in her stead. If half the guns which we have stipulated to keep on the coast of Africa be rendered useless, by putting them in such a ship, what becomes of the national pledge to maintain an *adequate* squadron for the suppression of the slave-trade?

Captain WILLIAM COMPTON BOLTON has been ordered to relieve Commodore MORGAN in the command of our naval forces on the coast of Brazil.

It is understood that Commodore M. C. PERRY will sail shortly in the new sloop-of-war *Saratoga* for the coast of Africa; and that the flag-ship *Macedonian* will follow as soon as she can be ready for sea.

A board of officers has been ordered to assemble at Washington to revise the table of allowances for vessels of war. The board will consist of Captain THOMAS W. WYMAN, Commander G. J. PENDERGRAST, and Lieutenant ELISHA PECK.

THE SPANISH SLAVER.

A Spanish slaver in the West Indies has been boarded by the boats of the Vincennes, Commander BUCHANAN, and her papers examined. This act on the part of an American man-of-war, has been adduced with an air of triumph, as a reason why we should give British cruisers the *right* to do the same by our merchantmen.

This Government has never commanded its officers, or authorized them in any manner to board and search the vessels of other nations in time of peace. Captain BUCHANAN and his officers have acted in this matter upon their own *responsibility*. And though they have but followed a practice which is known to the men-of-war of all nations, that practice draws after it no *right* whatever, and carries with it no immunities for those who follow it. So far from being "a usage of the sea," as known to the law, the courts both of this country and of England have pronounced against it, and rebuked it whenever a case has come up on the docket which called for an expression of opinion on the subject.

For argument's sake, let us suppose that Captain BUCHANAN had broken up the voyage of this vessel, by making her his prize and sending her in for adjudication, and that upon trial, she had proved herself what the Vincennes has found her to be, viz: a *bona fide* Spanish vessel. Might not her owners have then held Commander BUCHANAN and his officers to damages? The history of the *Panchita* and the decisions of the Supreme Court emphatically answer, YES.

We are aware and admit that it is customary for our men-of-war on the high seas, to bring to, and visit, any merchantman they please. But this is not done by virtue of any right they possess, nor lawful power conferred; nor do they pretend that it is. On the contrary, they admit that it is an exercise of *might* without right; and for any abuse of this might, they are responsible. Whenever they visit a merchantman, she in effect, says to them through the law—board me at your peril, for you are committing trespass. If no injury be done, the trespass is without damage; and the merchantman goes on her way, and nothing more is heard of visit or trespass. And so of the Spanish slaver. Comm'r BUCHANAN has, by exercising that courtesy so peculiar to American officers in their intercourse

with merchantmen, committed a trespass without damage; for in all probability, we shall never hear from the Spaniard a word of complaint as to the visit and examination of papers.

This, it appears to us, is the only way that a government can ensure the exercise of the soundest discretion on the part of its officers. If an officer on the other side of the world may visit, detain, and search traders, without being responsible for any losses or injury he may bring upon them, then he does it as a matter of *right*, from which no wrong can flow. But can usage sanction, or has custom ever established such a right? Chief Justice Marshall on this side, and Lord Stowell on the other, have both decided long ago that it cannot; for, with this right, there could be no such thing as "free trade and sailors' rights." Let custom alone in this matter, is our *unofficial* and tacit language to England, and it is, too, the voice of reason and common sense. When any of your armed cruisers fall in with an American merchantman out at sea, we cannot prevent your boarding her if you will; indeed, we have made it a penalty for her forcibly to resist, but we protest against any *right* on your part to do it, or to interfere with her in any manner or for any purpose. If you so much as make her heave to, it is at your peril. Now, with this caution, and under this denial of any right on your part, if you choose to visit, we cannot prevent it. The ship herself is private property; if her owners make no complaints against you, you have trespassed without damage, and nothing will be said. But if damage be sustained, and crew or owners complain, we are bound to protect them, and we hold you responsible to the utmost farthing for any injury you may have done them or theirs.

Such has been, in effect, the language and the practice of this Government ever since the war, not only to other nations, but to the officers of its own vessels, and such, it appears to us, it must continue to be. But England has been trying this ever since the treaty of Ghent, and does not like it, because she wants to trespass more than by this rule of practice she is allowed. She has been called on too frequently for indemnity in the case of depredations committed by her cruisers upon American merchant vessels. Therefore she says, gave me the right only to *visit*—I don't mean *search*. Our reply is, you molest us enough without any *right*. Call it what you will—the right

to hail, visit, or search, we cannot grant it, for then you would have a *right* to do something to our merchant ships, which now you have no right to do, and with this right, be what it may, you would only molest us the more. No, no. You have in times past maltreated our merchantmen enough; we warned you off in war, and have now got you at boat-hook's length, and there we mean to keep you.

INDEPENDENCE.—The rumor of the yellow fever on board the *Independence*, is believed to be without foundation.

COMMANDER MACKENZIE.—The Madisonian of last Thursday contains the official publication of the verdict in the case of Comm'r Mackenzie. It is the same as the honorable acquittal published in our last number, with the addition of the following paragraph:

As these charges involved the life of the accused, and as the finding is in his favor, he is entitled to the benefit of it, as in the analogous case of a verdict of not guilty before a civil court, and there is no power which can constitutionally deprive him of that benefit. The finding, therefore, is simply *confirmed*, and carried into effect without any expression of approbation or disapprobation on the part of the President, no such expression being necessary.

STEAMER PRINCETON.—It is stated that a number of additional workmen have been taken into the Philadelphia Navy-Yard, most of whom are to be employed on the steamer *Princeton*. Most of the machinery intended for the *Princeton* is already completed, and it is contemplated to prepare the vessel for its reception during the ensuing summer.

Military Intelligence.

3D ARTILLERY.—Company E, under command of Lieut. J. F. Reynolds, from St. Augustine for Fort Moultrie, arrived at Charleston, Saturday evening, the 8th instant.

3D INFANTRY.—This regiment left Port Leon, Florida, on the 5th instant, for Jefferson barracks, *via* New Orleans.

7TH INFANTRY.—The U. S. steamer Cincinnati arrived at New Orleans March 30, having on board Captain BONNEVILLE, Lieut. HOPSON, Lieut. GRANT, and Surgeon HOLMES, with companies F and C, of the 7th infantry.

8TH INFANTRY.—Captain Kello's company has left Tampa Bay to garrison Key West.

COURT MARTIAL.—By order of Brig. Gen. Arbuckle, a court martial assembled in New Orleans on the 24th ultimo, composed of the following named officers:

Col. W. S. Harney, U. S. rifleman, *President*; Maj. McRee, Q. M.; Capt. Lee, 7th infantry; Captain Moore, 7th infantry; Captain Morris, 4th infantry; Capt. Ross, 7th infantry; Capt. Arnold, U. S. rifleman; Lieut. Whiting, 7th infantry; Lieut. Hardee, U. S. rifleman; Lieut. Simmons, 7th infantry, *Judge Advocate*.

The court is assembled especially for the trial of Lieut. Henshaw, of the 7th infantry, on charges preferred by Major Rains, of the same regiment.

NAVY.**April. ORDERS.**

- 12—Lieut. John H. Marshall, navy-yard, Boston, *vice* Comm'r J. Pope, promoted and detached. Lieut. Samuel Swartwout, Inspector of Provisions and Clothing, New York, *vice* Marshall.
- 13—Mid. J. J. Pringle and Mid. Wm. H. Jamesson, returned from the coast of Brazil, leave one month. Sailmaker Isaac Whitney, returned from coast of Brazil, leave two months. Lt. J. H. Adams, detached from Depot of Charts.
- 14—Capt. W. C. Bolton, command of Brazil squadron. Lieut. T. A. M. Craven, sloop Falmouth, Pensacola. Lieut. E. R. Thomson, sloop *Levant*, Norfolk. Lieut. B. J. Totten, sloop *Decatur*, Norfolk. Chaplain M. R. Talbot, frigate *Macedonian*. P. Mid. John C. Henry, Depot of Charts. P. Mid. Wm. B. Muse, detached from receiving-ship *Norfolk*, with leave for one month. P. Mid. M. C. Perry, frigate *Macedonian*.
- 15—P. Mid. Wm. S. Ringgold, navy-yard, Norfolk. P. Mid. Geo. H. Preble, Acting Master, sloop *St. Louis*. Mid. Henry Rodgers and Egbert Thompson, Naval School, Philadelphia. Mid. J. B. Kinkead, furlough four months. Mid. J. H. Tillotson, sloop *Levant*. Mid. Charles M. Mitchell, frigate *Brandywine*. Boatswain John Mills, sloop *Levant*, Norfolk.
- 17—Lieut. J. J. Glasson, sloop *Decatur*. P. Mid. J. R. M. Mullany, detached from receiving-ship, New York, leave two months.
- 18—Lieut. W. F. Lynch, detached from rendezvous, New York, leave two months. Ass't Sur. J. S. Whittle, frigate *Brandywine*. Ass't Sur. Joseph Hopkinson, detached from ship *St. Louis*. Ass't Sur. M. Duvall, detached from *Brandywine*. Ass't Sur. R. B. Banister, sloop *St. Louis*, Norfolk. Mid. E. H. Scovell, sloop *Levant*, Norfolk.

Naval Intelligence.

Store-ship *Lexington*, Lieut. Com. Glendy, dropped down from the Norfolk navy-yard on Wednesday, the 12th instant, to the anchorage off the Naval Hospital—to sail in a few days for New York.

The U. S. brig *Truxton*, Lieut. Com. Upshur, dropped down from the navy-yard to the anchorage off the Naval Hospital, Monday, 17th instant. There are at present lying at that anchorage, in addition to the above brig, the U. S. ship of the line *Pennsylvania*, Capt. Zantzinger, bearing the broad pendant of Com. E. Pendleton Kennedy; frigate *Brandywine*, Capt. Parker; sloops of war *St. Louis*, Commander Cocke; *Vandalia*, Commander McCluney; and store-ship *Lexington*.—*Norfolk Beacon*.

HOME SQUADRON.—The razee *Independence* arrived at Pensacola, the 8th instant. Officers and crew all well.

Sloop *Vincennes* arrived at Vera Cruz, March 9, to sail in a few days for Pensacola.

Sloop *Falmouth* arrived at Pensacola on the 15th instant, in eight days from Vera Cruz.

PACIFIC SQUADRON.—The U. S. frigate *United States*, Capt. Armstrong, and sloop-of-war *Yorktown*, were at Mazatlan on the 28th January last; all well. The *Cyane*, with Commodore Jones on board, was daily expected from California. The *Yorktown* was to sail on the 1st February for Valparaiso and the United States. We subjoin a list of her officers:

Commander, John S. Nicholas; Lieutenants, P.

Drayton, C. W. Pickering, C. F. McIntosh; Surgeon, Wm. L. Van Horn; Assistant Surgeon, Wm. Nelson; Purser, Thomas B. Nalle; Acting Master, M. K. Warrington; Midshipmen, H. K. Stevens; Paul Sherley, A. F. Warley, H. A. Colborn, H. H. Key, R. Aulick, Robert Savage, S. E. Bassett; Captain's Clerk, J. T. Page; Boatswain, Edward Cavendy; Gunner, John Martin; Carpenter, James McDonald; Sailmaker, William Ward; Master's Mate, Julius Vansteenburg.

Schooner *Shark*, Lieut. Com. Eagle, at Callao, January 16; all well.

Store-ship *Relief*, Lieut. Com. Sterett, had sailed for California.

BRAZIL SQUADRON.—Frigate *Columbia*, Capt. Shubrick, and schooner *Enterprise*, M'r Com. Wilson, were at Montevideo about the 15th of February.

Marriage.

On Thursday evening, April 13, by the Rev. J. C. SMITH, Lieut. CHARLES N. HAGNER, of the U. S. Topographical Engineer Corps, to LAURA ISABELLA STANSBURY, daughter of ARTHUR J. STANSBURY, Esq., of this city.

Deaths.

At Buffalo Barracks, N. Y., on the 31st March, Sergeant HENRY ARNOLD, of company F, 2d infantry, aged about 59; a faithful soldier of twenty-three years service.

In Bordentown, N. J., on the 6th instant, MARGARET, wife of Lieut. WM. PEARSON, U. S. N.

On the 12th of March, of the brain fever, WM. WOOLER, seaman, on board the U. S. ship *Vincennes*, then lying off Vera Cruz. His remains were interred the following day in the grave yard on the Island of Sacrificios, attended by the commander, officers, and crew of the ship.

In Florida, JONATHAN B. PERKINS, late of the U. S. Army, and formerly of Hopkinton, New Hampshire.

In this city, on the morning of the 16th instant. CATESBY COCKE, the infant son of Major JAMES D. and CHARLOTTE GRAHAM.

At sea on the 3d instant, (not 12th ult., as stated in our last,) of consumption, Lieutenant ROBERT Q. BUTLER, of the United States Corps of Engineers, aged 26. Lieutenant B. was a native of Smithfield, (Va.,) and graduated at the United States Military Academy in 1839. For the last two years he filled the office of principal assistant Professor of Civil and Military Engineering at the Academy, where his fine talents and acquirements and amiable disposition very much endeared him to all his associates and pupils. A very severe and rapid pulmonary attack forced him to fly from the rigorous climate of West Point to seek the more genial atmosphere of the south, but he died on the passage. His remains were taken to Savannah and interred with military honors.

At Apalachicola, Florida, on the 5th inst., JAMES O. McCauley, aged thirty-five years, brother of Capt. McCauley, of the U. S. Navy.

FOR SALE AT THIS OFFICE.

SYNOPSIS OF THE CRUISE OF THE EXPLORING EXPEDITION, by its Commander, Lt. Charles Wilkes, with a chart, showing the tracks of the vessels.

BITUMEN: its varieties, properties, and uses, compiled from various sources, by Lieut. H. Wager Halleck, U. S. Corps of Engineers, under the direction of Col. J. G. Totten, Chief Engineer.

PRINTING of every description promptly and neatly executed at this office.